

The Hong Kong Daily Press.

No. 9048

日五初月二十日光

HONGKONG, WEDNESDAY, DECEMBER 29TH, 1886.

三拜禮 號九十二月二十英港香

[PRICE \$2 PER MONTH]

號八十四零九第

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[PRICE \$2 PER MONTH]

SHIPPING.

ARRIVALS.
December 28, JAPAN, British steamer, 1,935 T.
S. Gardner, Calcutta 9th December, Ponang
17th, and Singapore 20th, General—D.
SASSON, Sons & Co.

December 23, GLENATOR, British steamer, 1,937,
K. J. G. T. Swallow 27th December, General—JARDINE, MATTHESON & Co.

December 28, FIDELIA, German steamer, 852,
H. Brook, Penang 12th December, and Si-
gepore 17th, General—WIELKE & Co.

December 28, NIERSTEIN, German steamer, 731,
von Frieden, Whampoa 28th December,
General—MELCHERS & Co.

December 28, TAFERNS, German str., 1,580,
Peterman, Singapore 7th December, and Sa-
igon 24th, General—BELL & Co.

December 28, PATROCLUS, British str., 1,888,
Thompson, Liverpool 13th November, and
Singapore 21st December, General—BUR-
TERFIELD & SWER.

December 23, LORE, British steamer, 1,035,
Hauter, Singapore 16th December, General—BUN HIN CHAN.

December 28, CANTON, British steamer, 1,110,
Bromer, Shanghai 23rd Dec., and Swatow
27th, General—JARDINE, MATTHESON & Co.

December 28, HALLOON, British steamer, 277,
Roush, Swatow 27th December, General—
DOUGLAS LAFRAK & Co.

CLEARANCES.
AT THE HARBOURMASTER'S OFFICE.
28TH DECEMBER.

Haiphong, British str., for Swatow.
Actin, Danish str., for Haiphong.

Patroclus, British str., for Shanghai.

Priam, British str., for Amoy.

Nierstein, German str., for Nagasaki.

Hera Chula Chon Kiao, Brit. str., for Swatow.

Formosa, British str., for Amoy.

Falkenburg, German str., for Whampoa.

Marie, German str., for Haiphong.

Signat, German str., for Hsichow.

Teletos, German str., for Yokohama.

DEPARTURES.

December 28, AMAZONE, French str., for Europe.

December 29, AMY, British str., for Whampoa.

December 23, PROTOS, German str., for Saigon.

December 28, MENGZALE, French steamer, for
Yokohama.

December 28, IPHIGENIA, German steamer, for
Hamburg.

December 28, PHRA CHULA CHON KIAO, Brit.
str., for Bangkok.

December 28, FORMOSA, British str., for Tai-
wanfu.

December 28, CANTON, British str., for Wham-
poa.

December 28, KRAYSEY, Russian cruiser, for
Singapore.

PASSENGERS.
ARRIVED.

Per Lorne, str., from Singapore—230 Chinese.

Per Patroclus, str., from Liverpool, 50—50

Chinese.

Per Haiphong, str., from Swatow—102 Chines.

Per Eridano, str., from Straits—239 Chinese.

Per Gloumow, str., from Swatow—Mssrs.

Tenant and Coxon.

Per Teletos, str., from Singapore, &c.—Mssrs.

Hallig and Hagen.

Per Canto, str., from Shanghai, &c.—Mssrs.

Taylor, Kellg, Jackson, and Martin and 53

Chinese.

Per Japan, str., from Calcutta, &c.—Mrs. T.

Gardner, Miss Stephen, Mrs. H. S. Clair

Greely and Kim Yook, and 255 Chinese, deck.

DEPARTED.

Per Mosh, str., for Yokohama—From

Hongkong—118. Mr. Mr. Parfitt

From Marselles, str., from Hongkong—For

Saigon. Mr. and Mrs. Ogilvie, J. Gandon, Mang

Choi, J. Le Toher, and J. Cabrera, For Si-

gapore—Mr. and Mrs. Macnaught, Messrs. A.

Place, Le Harb, Hart, and MacIntyre, and Mr.

Pocock's—2 and 2 Chinese—For Batavia

—Dr. A. de Roche, Mssrs. E. de Souza, de

Lemire, and Jose Francisco, For Colombo—

—G. G. G. and Mrs. G. G. G. and Mrs. G.

J. de Carvalho, Mrs. Maria da Rocha, Mrs.

Alberto dos Santos, Mrs. H. Kuster, Theo.

Bankia, J. Yurka, and Miss Yer, For Shang-

hai—For Marselles—Mr. and Mrs. Fluhr,

Rev. Rouyer, Rev. L. Reynaud, Capt. G. Brune,

Messrs. Favre and M. Gilroy.

REPORTS.

The German steamer Fidela, from Penang

12th December, and Singapore 17th, reports had

N.W. winds with high sea.

The British steamer Contos, from Calcutta 9th

December, and Swatow 27th, reports from

Shanghai to Swatow had N.E. winds and fine

weather. From Swatow to port strong N.W.

winds and fine weather.

The British steamer Japan, from Calcutta 9th

December, and Singapore 20th, reports experienced

light N.E. monsoon and moderate sea up to

port fresh N.E. monsoon and heavy head sea.

The British steamer Holland, from Swatow

27th December, reports experienced light N.E.

winds until midnight; from thence to arrival in

port fresh N.E. monsoon and heavy head sea.

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FOR SALE.

3 TON CUTTER YACHT.

Applies to MESSES. GEO. FENWICK & Co.,

Praya East, Hongkong, 6th November, 1886. [2083]

FOR SALE.

GERMAN BEER, BRAUEREI "ZUR EICHL," KIEL.

88 per Case of 4 dozen quarts.

EDWARD SCHLASSER & Co., Sons Agents,

Hongkong, 6th November, 1886. [2073]

FOR SALE.

AT WHOLESALE PRICES.

SACCO & NE'S SHERRY, PORT,

CLARETS, CHAMPAGNE,

BRANDY, WHISKIES, ALE, STOUT,

MACHINERY, LAWN MOWERS,

SALES, CYCLES,

PAINTS, OILS, VARNISH.

Applies to W. G. HUMPHREYS & Co.,

Bank Buildings, Hongkong, 1st November, 1886. [2073]

FOR SALE.

THE "W. H. KIMBALL" will take CHARGE

of my DENTAL PRACTICE in Hongkong until further notice.

Mr. M. A. MARLBURK.

STEAMERS REPAIRED WITH FIRST CLASS

UPHOLSTERY WORK.

Hongkong, 7th September, 1886. [2729]

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£2,000 to LEND ON MORTGAGE

Good Security required.

Address, H. JONES HUGHES.

Daily Press Office, Hongkong, 11th November, 1886. [2118]

FOR SALE.

AT WHOLESALE PRICES.

SACCO & NE'S SHERRY, PORT,

CLARETS, CHAMPAGNE,

BRANDY, WHISKIES, ALE, STOUT,

MACHINERY, LAWN MOWERS,

SALES, CYCLES,

PAINTS, OILS, VARNISH.

Applies to W. G. HUMPHREYS & Co.,

Bank Buildings, Hongkong, 1st January, 1886. [2118]

INTIMATIONS.

CHRISTMAS PRESENTS!!

LANE, CRAWFORD & Co.

HAVE A LARGE STOCK

OF

FANCY ARTICLES,

SUITABLE

FOR

PRESENTS.

LANE, CRAWFORD & Co.

Hongkong, 21st December, 1886. [264]

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AND THE COLOMBIES.

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Bills and Bills of Exchange, issues

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ARE NOW SHOWING THEIR SEASON'S
SUPPLY OF
XMAS CONFECTIONERY,
AND
FANCY GOODS.
ALSO,
A SMALL ASSORTMENT OF THE LATEST
XMAS CARDS.

NEW PERFEVES,
NEW SWEETS, NEW CHOCOLATES,
CUT GLASS BOTTLES,
GLOVE AND HANDBERCHIEF BOXES,
BASKETS OF CONFECTIONERY,
CRYSTALLIZED FRUITS,
CRACKERS,
&c., &c.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.
Hongkong, 24th December, 1888.

NOTICE TO CORRESPONDENTS.

Communication on Editorial matters should be addressed to "The Editor," and those on business to "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not addressed for a fixed period will be continually unanswered.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, DECEMBER 20TH, 1888.

The projected cession of Port Hamilton by Great Britain to China has caused widespread discussion, and opinions differ greatly as to the expediency of the step. Even the officers of the British Navy are divided on the subject, some advocating its retention, others strongly advising the surrender of the station. We have already gone into the subject at some length, and reproduced most of the arguments pro and con, but it will not be out of place to give some of the views held on the subject in Japan. The *Japan Mail*, which is undoubtedly to a great extent the mouthpiece of the Japanese Government, deals with the question in a rather lengthy article, which concludes as follows:

"In this country the news that Port Hamilton is no longer held by a Western Power will be received with a feeling of relief; while the fact that Great Britain has been true to a promise much easier to break than to keep, will go far to recover for her the reputation which she had nearly established in the East before the occupation of the Nanking group, and to which her recent policy in Japan certainly entitles her. But the method pursued in evacuating the place is a point of no little importance. If, after the departure of the British ships, the islands are to be left as defenceless as ever, with the added element of danger that their accessibility to seizure has been practically demonstrated, then indeed matters will not have been materially mended. Rumour has it that Great Britain and China have come to an arrangement by which the latter pledges herself to fortify Port Hamilton, to retain it as an integral part of the Chinese Empire, and to place it at the service of England in the event of an Anglo-Russian conflict. This is incredible. If Port Hamilton is to become Chinese territory, to permit its employment by British vessels engaged in hostile operations against Russia would be an act of war on China's part. It is not improbable, indeed, that she contemplates something of the sort. But if she does, not Port Hamilton alone but every harbour in her empire would be available to English ships for belligerent purposes. Any provision of the kind reported would, therefore, be quite superfluous. Further, China cannot undertake to fortify Port Hamilton, or to protect it actively against foreign aggression, without Japan's consent. That is perfectly clear. China has engaged by treaty not to send troops to any part of Korea unless Japan is an assenting party to the proceeding. The provision is just as binding with regard to Port Hamilton as with regard to Seoul. It is asserted, indeed, in some quarters, that the devil might be whirled round to condemn the Tientsin Convention by persuading Korea to cede the Nambu group to China. Such a manoeuvre would not bear a moment's inspection. If the Middle Kingdom, by threats or coaxery, were free to possess itself of a portion of Korean territory for the purpose of building forts and stationing troops there, the Tientsin Convention might be torn up at once. The Convention of the Middle Kingdom, by its very nature, would not bear a moment's inspection. The Nambu Islands have become British territory and are consequently beyond the scope of the Tientsin Convention. But have they become British territory? That is just the question. We know, as an absolute fact, that Korea was not consulted about the original cession, and that she protested against it vigorously. We also know, as an absolute fact, that Great Britain, both originally and subsequently, denied any intention of annexing Port Hamilton, and declared that she had only occupied it for a temporary purpose. How and when, under such circumstances, the islands can have become a portion of the British dominions, we are unable to conjecture. On the other hand, it cannot be supposed that England would put her hand to any agreement which involved a breach of faith on the part of the Middle Kingdom towards Japan. Thus the affair is at present inexplicable. It is Port Hamilton is to be given up, some arrangement must be made to secure it against Western aggression in the future. Such an arrangement can only be made by China assuming a active responsibility in respect of the islands. But China is bound by treaty not to assume such a responsibility of the kind.

"without Japan's consent. There is the position. Its perplexities are plain enough. "So, too, is the way out of them. But China is not addicted to treading plain paths, and we shall not be surprised to find that in this instance also she stumbles into a complication which frank statesmanship would have easily avoided."

The *Nichi Shimbun*, the leading Japanese journal, and which is perhaps the most ably edited paper in the empire, also writes at length on the proposed cession of Port Hamilton. In the course of the article it has the following remarks:—"By what sort of negotiation England has decided to cede Port Hamilton to China instead of returning it to Korea, is a problem hard to solve. But it is to be presumed that, according to the English view of the case, the natural advantages of the islands should not be suffered to pass into the hands of any other European Power. At the same time, if England were to undertake to occupy them herself, she would not fail to provoke protests from other nations, besides incurring a very heavy burden upon herself financially. Under these circumstances, the best course to be pursued was in踏上 to China and let the latter bear the whole burden, to which arrangement no European Power could object. Moreover, as British interests are in perfect union with Chinese, so far as opposition to Russia is concerned, the defences of the vicinity of Korea should be entrusted to China, with the understanding that England will be ready to stand by her in any emergency, under the condition that Port Hamilton will be placed at the disposal of the English whenever it is needed. With some such secret understanding, it is barely possible that the negotiations for cession may have been opened."

"It is impossible to predict whether these negotiations will be consummated or not. But taking their consummation for granted, we wish to know by what means do the Chinese propose to keep the islands in a proper state of defence. If they want to station a garrison there, it will be necessary for them to give due notice to Japan and obtain her approval in the first instance. For according to the Tientsin Treaty it is stipulated that, if either of the two Powers "desire to send soldiers to Korea, it must give previous notice thereof to the other, and withdraw them as soon as their mission is ended. So, as long as Port Hamilton is regarded as a part of the Korean dominions, the treaty alluded to stipulates that China must obtain the approval of Japan before she can occupy and garrison the islands. But it is argued by some that Port Hamilton was bought by England, and cannot now be regarded as part of the Korean dominions; that if China chooses to station her soldiers in a place which is not part of the Korean dominions and which she has bought from England, that is a matter entirely without the Tientsin Treaty and needs no approval of Japan. But as long as there is no evidence that England has bought the islands with perfect willingness on the part of Korea, such arguments can never be admitted consistent with reason. If, however, it is China's intention to fortify the islands simply as a check against the Russians, without thereby involving them, then the Tientsin Treaty is still in force. According to the Tientsin Treaty it is regarded as a part of the Korean dominions, the treaty alluded to stipulates that China must obtain the approval of Japan before she can occupy and garrison the islands. 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Colonel John S. Mosby has signed a contract to deliver fifty cutters on his experience during the war, receiving \$300 per cutter and actual expenses. Colonel Mosby will first lecture in Boston.

The first test of the engines of the *Chicago*, the last and largest of the cruisers at Roach's ship-yard, was held November 6th. The machinery ran unusually smooth for the first test. The official dock trial will take place in a few weeks.

Colonel Arbutus, Superintendent of the Royal Small Arms Factory at Enfield, stated at a distribution of prizes to the 3rd Middlesex Rifles that Germany was the only country which had as yet adopted the repeating rifle, and it was the worst he had seen. So far from having the worst gun in Europe, he guaranteed that before Christmas, certain before the end of the financial year, England would have the best weapon in the world. He also guaranteed a prosperous year for the workmen at Enfield.

It is discovered that the world is eating more peanuts every year; fast the consumption of the American type, or "gumbo," has more than doubled in the last ten years. In the present time, 50,000 bushels are stored, whereas in former years has seldom been greater than 10,000 bushels. We are not expected to eat all of these peanuts, and the increase in stock has not been seen as we have become peanut-eaters. We have simply gathered those here to add another headquarters for trade, and as Cheadle only is head of us, it will not long before St. Louis is known to be the central storage point for the peanut crop.

The success of Prof. Thuc's torpedo-boat *Perseus* has solved the problem of submarine navigation and encouraged our inventors to be more active. The *Perseus* is a submarine steamer fitted up to cross the Suez and other impassable channels that are perfectly quiet passage areas, as twenty feet below the surface wave motion ceases. He claims that to avoid the horrors of sickness, the great majority of passengers would prefer the route under water in a powerful steamer, with luxuriously upholstered saloons and cabin brilliantly lit with electric lights, to the present steamers, with the insuperable accompaniment of seasickness.

An American paper says:—A. E. Story of 230 North Tenth street, Philadelphia, has in his possession 200 or 300 pages of manuscript written by his father, which he intends to publish in order to establish the claim of Henry Clark Rogers to be a natural son of General George Washington. Mr. Story states that the manuscript will never be given to the public. Rogers lived in this city and died in 1865. His photograph shows that he bore a marked resemblance to General Washington. He had an abundance of money and maintained that he was born and educated in England and had an income from the Washington estate.

Dr. Morris, a French physician, in his new work on the hygienics of beauty, makes a dead set against ear-rings. In numbers of cases he has known aristopaths probed from their use. The idea that they are good for weak eyes he quite dismisses. It is possible, he says, that in case of inflamed eyes that might not be a counter irritation, but which would make the lot of the eye, which, not only in itself, but in vessels, has little recuperative vitality, in a state of permanent irritation. There is no sure test of a good or bad constitution than the state of an ear which has been pierced and exposed to the irritation of heavy ear-rings. If the lobes keep red and swollen, they proclaim bad blood and nervous tendencies.

"Talk about Egyptian embalming," said a Chicago undertaker. "Why, it don't compare with what we do nowadays. The old Egyptians didn't know what art was in the profession of undertaking. There is too much senseless about the art of embalming as practiced by the Egyptians. In the first place, it is climate that is of a kind to preserve dead animal tissue whether it is embalmed or not. It is very dry in Egypt and the climate is so dry that it is a sort of embalming of Egypt as it is dried out by the sun and the bones. To-day we can embalm a body so that it will preserve the fallax and has of life and it will never dry up at all. If the modern process of embalming had been known to the Egyptians of several thousand years ago, those old kings who were laid away in the pyramids for us moderns to look at instead of presenting the appearance of tanned leather would have the bright, clear form and feature who was then when their bodies were laid away for the last long sleep."

Since his marriage (says the *Chicago News*) Mr. Cleveland has not worked as incessantly as he did before, and often nowadays spends his evenings in the society which the ladies sometimes join them in a social hour. His air is "Wait till the clouds roll by," Jessie, and he roars out a bass when his wife sings; that at first made the doorkeepers in the vestibule think some frightful cyclone was loose in the yard. A couple of Senators called the other evening when he was having an unusually good time, and as they entered the vestibule he was on one of his very high mimes. They looked at each other in the dark, then at the Senator, who, amused at the expression on their faces, laughed outright. "What on earth is that horrible noise?" exclaimed the one who first recovered his presence of mind. "It's only the President singing, sir," replied the doorkeeper. "Is he often taken that way?" "Pretty near every night of late, sir." "Then I reckon wot bister call during the day," observed the Senators, they started to the John Chamberlain's club house to turn down their amusement.

A Roma metal pen is said to have been found at Aosta, not a mere style, but a bronze pen slit and then some erasure of a pen or rest of bronze nearly as early as the invention of printing in the fifteenth century. A hundred years ago a similar style was found at Birmingham by Mr. Harrison for Dr. Priestly, and some of these passed into the hands of Sir Joseph Mason in his early days with Mr. Harrison, but all seem to be lost. The first pen of metal of a definite date, beyond all question, is one in a Dutch patent-book of 1717. At about the same time a public ode of Pompey refers to a steel and gold pen, but it was only luxury hones only, and it was not until about 1570 that the first pen of metallic pens became more general in use. It was about 1570 or 1572 that the great revolution came by which pens were made by a cheaper process—the hard screw-press, which pierced the pens from sheet steel. Previously pens had been made from steel rolled into tube fashion, and the joint formed the slit; but this required considerable labour to shape them into pen form. The use of the screw press is due to the invention of John Mitchell, John Gill, and John Joseph Mason, but some care of the parts of the facts seems to be clear that John Mitchell had the best claim to be considered as the original introducer of metallic pens. Skinner of Sheffield was apparently one of the first to cheapen steel pens, but his productions were soon surpassed when the screw press was introduced.

COMMERCIAL INTELLIGENCE.

TUESDAY, 29th December.

EXPORT CARGO.

For German steamship *Nicola*, sailed on the 21st December.—For Havre—30 rolls matting, 10 cases bristles and 1 case silk price goods. For Havre option, Hamburg and London—932 bales merchandise. For Hamburg—316 packages canes, 233 packages merchandise, 69 rolls matting, 238 packages feather, 10 cases canvas, 10 cases bristles and 1 case merchandise. For London—300 packages feathers, 10 cases silk, 264 rolls matting. From Manila—16 cases cigars and 1,400 bales hemp. From Yokohama—32 packages straw bread.

For German steamship *Oder*, sailed on the 27th December.—For New York—103 bales silk—100 bales cotton—200 bales cotton—200 bales tea. For Suez—25 cases fire crackers. For Bays—2 packages silk and 20 bales waste silk. For Antwerp—17 bags tobacco, and 5 cases cigars, from Manila; 100 case gallants, and 5 cases chinaware. For Bruges—24 rolls matting, 30 packages rattan, and 2 cases silk. For London—27 packages feathers, 10 cases silk, 264 rolls matting. From Manila—16 cases cigars and 1,400 bales hemp. From Yokohama—32 packages straw bread.

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For German steamship *Amazon*, sailed on the 29th December.—For Conti—1,871 bales silk—95 bales waste silk, 51 cases silk, 17 bales cotton—21 cases porches, and 747 packages sundries. For London—206 bales waste silk, 10 cases silk, and 432 packages sundries.

W. DOBERCK.

Hongkong Observatory, 28th December, 1886.

OPUM.

Quotations are—

This year's New Malwa—\$100 per pound, allas, of 13 to 15 catties.

Last year's New Malwa—\$520 per pound, allas, of 15 to 18 catties.

Old Malwa—\$340 per pound, allas, of 15 to 18 catties.

Patna (New)—\$100 to 507 per chouse.

Bomra (New)—485.

EXCHANGE.

ON LONDON.—Telegraphic Transfer—\$934.

Bank Bills, on demand—\$336.

Bank Bills, at 30 days sight—\$302.

Bank Bills, at 6 months sight—\$244.

Credits, at 4 months' sight—\$243.

Documentary Bills, at 4 months' sight—\$344.

ON PARIS.—Bank Bills, on demand—\$418.

Credits, at 4 months' sight—\$248.

ON NEW YORK.—Bank Bills, on demand—\$604.

Credits, at 30 days sight—\$514.

ON HONGKONG.—Bank Bills, on demand—\$100.

ON PORTLAND (OREGON).—Telegraphic Transfer—\$282.

Bank Bills, on demand—\$244.

ON CALCUTTA.—Telegraphic Transfer—\$282.

Bank Bills, on demand—\$244.

ON SHANGHAI.—Bank Bills, at sight—\$714.

Private, 30 days sight—\$721.

SHANGHAI.

Quotations are—

Hongkong and Shanghai Bank Shares—162 per cent. premium.

Union Insurance Society of Canton, Limited—\$88 per share.

China Traders' Insurance Company's Shares—\$88 per share.

North China Insurance—Tls. 283 per share.

Yangtze Insurance Association—The 114 per share.

China Insurance Company, Limited—\$180 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canaria Insurance Office, Limited—\$212 per share.

Hongkong Fire Insurance Company's Shares—\$422 per share.

China Fire Insurance Company's Shares—\$38 per share.

Hongkong and Shanghai Bank Shares—\$190 per share.

Hongkong and Shanghai Dock Company's Shares—\$191 per cent. premium.

Hongkong, Canton, and Macao Steamship Co.'s Shares—\$41 per cent. premium.

Indo-China Steam Navigation Co.'s Shares—5 per cent. discount, sellers.

China and Manilla Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—\$46 per share.

Hongkong Fire Insurance Company's Shares—\$422 per share.

China Fire Insurance Company's Shares—\$38 per share.

Hongkong and Shanghai Bank Shares—\$190 per share.

Hongkong Hotel Company's Shares—\$190 per share.

China Sugar Refining Company, Limited—\$116 per share, buyers.

Hongkong Ice Company's Shares—\$40 per share.

Hongkong and China Bakery Company, Limited—\$190 per share.

Perak Tin Mining and Smelting Company—\$10 per share.

Punjum and Simples Dha Samarant Mining Company, Limited—\$111 per share.

Perak Sugar Cultivation Company—Tls. 16 per share.

Hongkong Rope Manufacturing Company, Limited—\$33 per share.

Hongkong and China Manufacturing Co., Limited—\$60 per cent. discount.

A. S. Watson & Co., Limited—\$12 per cent. premium.

Singapore Insurance Company, Limited—\$22 per cent.

China Imperial Loan of 1884 A—3 per cent. premium.

China Imperial Loan of 1884 B—3 per cent. premium.

China Imperial Loan of 1884 C—3 per cent. premium.

Chinese Imperial Government 1885 Dollar Loan—3 per cent. premium.

HONGKONG TEMPERATURE.

(From Messrs. FALCON & CO'S REGISTER.) December 28th.

Barometer—10.30.

Barometer—10.31.

Barometer—10.32.

Thermometer—10.33.

Thermometer—10.34.

Thermometer—10.35.

Thermometer—10.36.

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Thermometer—10.65.

Thermometer—10.66.

Thermometer—10.67.

Thermometer—10.68.

Thermometer—10.69.

TO BE LET.

TO BE LET.

A HOUSE in RICHMOND TERRACE.

Apply to JOHN WILLMOTT,

Hongkong Dispensary.

Hongkong, 24th December, 1886. [242]

TO LET.

A OFFICE on the 1st Floor of No. 43,

Queen's Road Central.

Apply to DENNYS & MOSSOP,

Solicitors.

Hongkong, 23rd December, 1886. [247]

TO LET.

ROOMS in "COLING CHAMBERS."

No. 16, HOLLYWOOD ROAD.

Apply to DAVID SASOON, SONS & CO.

Hongkong, 30th July, 1886. [38]

TO BE LET.

DETACHED HOUSE, Bowan Road,

5 Rooms.

GODSWELL, Praya East.

Apply to LINSTEAD & DAVIS,

Hongkong, 9th December, 1886. [302]

TO LET.

With Immediate Occupation.

THE COMMODIOUS PREMISES known

as "The Old Offices" lately in the

occupation of the HONGKONG & SHANGHAI

BANKING CORPORATION.

For Further Particulars, apply to the Under-

signed.

E. L. WOODIN,

Acting S. perintendent

Hongkong, 23rd November, 1886. [1631]

TO BE LET.

Possession on the 1st January, 1887.

THE PREMISES now occupied by Messrs

MULCHERS & CO. on the Praya and

Padde's Street. The First and Second Floors

will be let in Flats, Single Rooms, or in suites as

Offices.

The GROUND FLOOR which has hitherto

been occupied by Messrs. BLACKHEAD & CO. as

a STORE, will also be let complete, or sub-

divided to meet the requirements.

All can be taken for year or Lease.

For Further Particulars, apply to

W. KERFOOT HUGHES,

Padde's Street.

Hongkong, 17th September, 1886. [103]

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to DOUGLAS LA PRAIK & CO.

Hongkong, 28th February, 1886. [38]

利全

C H U N L E E

DIAPERS, HOSIERS,

HABERFASHERS,

MILLINERS, TAILORS AND

DRESSMAKERS.

No. 3, LINDHURST TERRACE. [1588]

THE Chief RABBI in JERUSALEM having

commissioned GADALIAH CEYBLA

ZAPZON to go abroad, and he having come to

China for the distinct purpose of raising a

Subscription for the Charity Fund to

relieve the starving sufferers, a great number of

Jews, who, in the Rabbis' territories, who

took shelter in their houses, have come

forward appealing to the residents of Hongkong,

Shanghai, and Coast Ports to contribute with

liberal donations towards the immediate wants of

the sufferers. Such deeds on the standard of

human charity could only bring the blessing of

the Almighty over their creatures, and those

who tendered their help may have concluded

on the calculation that it would be useful

in alleviating the suffering. And

donations should be sent to M. J. E. OBA-

DAYA, care of Messrs. E. D. SASOON & CO.

who is kind enough to extract himself with the

collection.

Hongkong, 15th December, 1886. [2333]

TIME B.R.

THE Undersigned Agents for Messrs.

E. E. ABRAHAMSON & CO. Sandakan,

British North Borneo, are now prepared to

submit for inspection Samples of hard and soft

TIMBERS suitable for Wharves, Building and

General purposes.

GIB, LIVINGSTON & CO., Agents.

Hongkong, 2nd November, 1886. [2090]

C U T T E R E R, PALMER & CO. Agents.

The well known Wine Shippers to China,

OF LONDON, BORDEAUX, CALCUTTA, BOMBAY,

MADRAS, LANKA, KURRACHEE, etc.

Their Representatives in China—

Messrs. JARDINE, MATHERON & CO. Hongkong.

S. NIEMSEN & CO. and

C. W. CLARKE & CO. J. Shanghai.

Call attention to some of the Wines and Spirits

consigned to their care by this well-known

house.

CLARETS, Mouton, Laroche, St. Julien

Medoc, both in Quarts & Plats.

"INVALIDS" & AMOROSO, SHERRY,

MANZANILLA SHERRY—very pale & dry.

WHITE SEAL SHERRY—very popular in

China in consequence of its richness and purity.

These Sherry Wines are shipped in Jars

containing 4 gallons each.

"INVALIDS" PORT—A most agreeable

wine, approved by many Physicians.

SCOTCH WHISKY—of several sorts, viz:

In square bottles—Napier Johnstone's.

In round bottles—C. P. & Co's. "Heart

"label."

In round bottles—The Laborator's Gluvis

IWI-H WHISKY—The best.

COGNAC—The popular & now necess-

arily dearer, because of low exchange.

Quality, the most, but a dearer

substitute for 4 bl.

Quality of Henepeys and

cheaper.

[210]

THE HONGKONG AND KOWLOON, W. ARE GODOWN, AND CARGO-BOAT COMPANY.

THESE Company will receive STRANGERS and

SAILING VESSELS in their

Wharves at Kowloon, Land and Store

General Carcasses in First Class Granite

Gondwons at 30 Cent per ton weight or

measurement, including SEVEN Days Free

Storage—

Wharfage for Craft under 375 feet \$69.00

over 375 feet \$75.00

and also Under the Reshipment, delivery into Craft alongside the Wharves, or at any of the principal receiving places on this side at 3

8 Cents per package.

F E R Y.

One of the Company's Steam Launches will

Daily (Sundays included) start from

Padde's Wharf, and convey Passengers to

and from the

Leveller's Wharf at 6.15 A.M. & 7.15, 7.45,

8.15, 9.00, 10.45, 11.30, 12.00, 1.00, 1.45, 2.00,

3.00, 4.00, 5.00, 6.00, 7.00, and 11.30.

LEAVES HONGKONG.

6.30 A.M. 7.00, 7.30, 8.00, 8.30, 9.00, 10.30,

11.30, 12.30 P.M., 1.30, 2.30, 3.30, 4.30, 5.30,

6.30, 11.00, 12.00.

For Further Particulars, &c.

Apply to W. KERFOOT HUGHES,

Agents

Padde's Street.

Hongkong, 6th May, 1886. [652]

NOTICE

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are

respectfully informed, that upon the

arrival of the Harbour Master, or

Forwards should be at hand, copies of all papers

sent to the HARBOUR OFFICE, No. 14, Praya

Central, will receive prompt attention.

In the event of complaints being found

necessary, to communicate with the Undersigned

is requested, when inadmissible steps will be taken

to rectify the cause of dissatisfaction.

D. GILLIES,

Secretary.

Hongkong, 26th August, 1886. [355]

INTIMATIONS.

CHINESE IMPERIAL GOVERNMENT EIGHT PERCENT DOLLAR LOAN OF 1885.

SECOND DRAWING.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at 1% per Annun. and other Insurances at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Ponang, and the Philippines.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 27th March, 1886. [744]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned Agents of the above Company are authorized to INSURE against FIRE at Current Rates.

GILMOUR & CO.

Hongkong, 1st January, 1882. [14]

AMICABLE INSURANCE OFFICE, LIMITED.

(OF CALCUTTA).

THE Undersigned are prepared to GRANT POLICIES on MARINE RISKS at Current Rates.

GIB, LIVINGSTON & CO.

Hongkong, 27th September, 1886. [1832]

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONG KONG.

CAPITAL (SUBSCRIBED), \$1,000,000.

BOARD OF DIRECTORS.

J. C. CHRISTIE, Secretary.

Hongkong, 27th September, 1886. [1832]

THE COMPANY GRANTS POLICIES on MARINE RISKS at Current Rates.

J. C. CHRISTIE, Secretary.